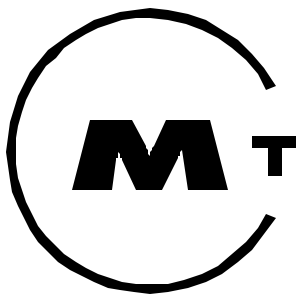


# 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

MTC Resolution No. 3612

For the Nine-County San Francisco Bay Area Region  
FY 2004-05 through FY 2008-09



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

*April 28, 2004*

<http://www.mtc.ca.gov>

**METROPOLITAN TRANSPORTATION COMMISSION**

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# **2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

## **INTRODUCTION**



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## **INTRODUCTION**

**APRIL 28, 2004**

Attached is the Metropolitan Transportation Commission's (MTC's) 2004 Regional Transportation Improvement Program (RTIP). The RTIP is a listing of transit, state highway, local road, bicycle and pedestrian projects that the region proposes for funding through the State Transportation Improvement Program. The 2004 RTIP includes state and federal funds included in the STIP for fiscal years 2004-05 through fiscal year 2008-09. As the Regional Transportation Planning Agency for the Bay Area, MTC is responsible for developing the region's funding priorities for the STIP, and for submitting the projects to the California Transportation Commission (CTC) by way of the RTIP.

Due to the State's budget situation and its effect on the State Highway Account, there is limited funding available for new projects. The development of the 2004 STIP consists primarily of respreading existing projects in the 2002 STIP to the later years of the 2004 STIP, with few new projects being added.

Each county list has been adjusted to the fullest extent possible to fit within the STIP county share targets as outlined in the CTC's 2004 STIP Fund Estimate, adopted December 11, 2003. The proposed projects were developed by the county Congestion Management Agencies (CMAs) with MTC's guidance, and are consistent with the policies and procedures set forth in MTC Resolution No. 3608 and with the STIP guidelines adopted by the California Transportation Commission (CTC) on December 11, 2003.

As requested by the CTC, MTC is submitting a single regional list of proposed projects to be programmed in the 2004 STIP with the funding available in the 2004 STIP programming cycle. The proposal is constrained to the estimate of Regional Improvement Program (RIP) funds available according to the CTC's 2004 STIP Fund Estimate adopted December 11, 2003. Details of the program are presented below.

### **Guiding Principles and Significant Changes**

MTC Resolution No. 3608, adopted by the Commission on December 17, 2003, established the policies, procedures, guidance and project criteria for the 2004 RTIP. The following principles frame the development of MTC's 2004 RTIP, the region's contribution to the 2004 STIP.

- Investments made in the RTIP must carry out the objectives of the Regional Transportation Plan (RTP) and each county Congestion Management Plan (CMP), and be consistent with the improvements and programs of these plans.
- MTC and the Partnership should give special consideration to project readiness in developing priorities for STIP funding. Project sponsors that are unable to meet the timely use of funds requirements are subject to significant financial penalties.

# **2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

## **INTRODUCTION**

**APRIL 28, 2004**

- Investments made in the RTIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Each CMA is responsible for submitting 2004 STIP projects that are in accordance with Title VI requirements.

Resolution No. 3608 is similar to MTC's policy and procedures for the previous RTIP programming cycles. The 2004 guidance has been updated to reflect revisions to the CTC STIP guidelines. Significant changes to the MTC Guidance are outlined below.

- **Allocation Priorities**

In accordance with state statute and the CTC GARVEE guidelines, the GARVEE debt repayment will be the highest priority for programming and allocation within the particular county Regional Improvement Program (RIP) share until the debt is repaid. The allocation of projects advanced through AB 3090 legislation is the highest priority in the MTC region. Currently, of our total five-year capacity of \$691 million, approximately \$63 million is dedicated to GARVEE debt service and AB 3090 reimbursements in that period.

Furthermore, the repayment of the RIP loan from Napa County is the highest priority for new funding in Marin, San Francisco and Sonoma Counties for the 2004 and 2006 RTIPs.

- **Federal Transportation Enhancement (TE) Funds**

The CTC has adopted a policy to reform the manner in which federal Transportation Enhancement (TE) funds are programmed in the state. During the Transportation Efficiency Act for the Twenty-First Century (TEA-21), the regional TE funds were programmed by the regions under the provisions of AB 1012 (Chapter 783, Statutes of 1999 - Torlakson). With TEA-21 Reauthorization, the CTC has reformed the state's TE programming policy, and is implementing the regional TE program through the STIP under the SB 45 (Chapter 622, Statutes 1997) process. \$4.5 million of the STIP TE funds, (approximately one-half of the total TE funds coming to the region) will be reserved for the future TLC/HIP program at the county levels, leaving the remaining TE funding (approximately \$4.5 million) at the county CMA's discretion. This replicates the existing use of TE funds in the region.

Approximately \$53,635,000 is available for programming to TE eligible projects within the region for fiscal years 2004-05 through 2008-09. TE funding not identified for specific projects in the 2004 RTIP will be held in reserve until projects can be identified and amended into the 2004 STIP.

## 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

### INTRODUCTION APRIL 28, 2004

- **STIP Amendment / Extension Process and Procedures**

Project sponsors will be required to follow the STIP Amendment / Extension Process and Procedures process in addition to any procedures imposed by the CTC, Caltrans or the CMAs, for all STIP amendment and extension requests. These procedures have been updated to enhance MTC's Executive Director's delegated authority for concurring with STIP amendments and extensions. This will streamline the STIP amendment and extension request process.

#### **Programming Capacity for the 2004 STIP**

Due to the State's financial crisis, there is limited new programming available in the 2004 RTIP. The current 2002 STIP programming will be respread over the five years of the 2004 RTIP. Of the \$691 million, approximately \$63 million is dedicated to GARVEE debt service and prior AB 3090 reimbursement commitments. The CTC's 2004 STIP Fund Estimate identifies the remaining 2004 RTIP share capacity target (excluding TE and GARVEE funding) as follows:

County	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	Total
(Amounts in thousands)							
Alameda	\$0	\$3,790	\$36,659	\$31,012	\$30,392	\$49,516	\$151,369
Contra Costa	\$0	\$2,400	\$23,216	\$19,640	\$19,247	\$12,059	\$76,562
Marin	\$0	\$1,447	\$14,002	\$11,845	\$11,610	\$6,613	\$45,517
Napa	\$0	\$101	\$975	\$825	\$808	\$171	\$2,880
San Francisco	\$0	\$1,095	\$10,589	\$8,958	\$8,779	\$27,776	\$57,197
San Mateo	\$0	\$2,641	\$25,552	\$21,616	\$21,184	\$17,223	\$88,216
Santa Clara	\$0	\$69	\$666	\$564	\$552	\$47,077	\$48,928
Solano	\$0	\$1,481	\$14,331	\$12,124	\$11,882	\$10,234	\$50,142
Sonoma	\$0	\$3,066	\$29,661	\$25,092	\$24,591	\$25,141	\$107,551
Annual Total:	\$0	\$16,090	\$155,651	\$131,676	\$129,045	\$195,900	\$628,362

The RTIP separately identifies approximately \$54 million of Transportation Enhancement (TE) funds now available to the region through the STIP and SB 45 process.

#### **2004 STIP Crisis Management – STP/CMAQ Backfill**

The State budget situation and corresponding impact on the State highway Account has delayed many critical ready-to-go projects in the STIP. To help minimize the impact of the budget crisis to projects programmed in the STIP, the Bay Area Partnership has proposed the deferral of selected regional programs (Including the Transportation for Livable Communities (TLC))

# **2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

## **INTRODUCTION**

**APRIL 28, 2004**

Program, Housing Incentive Program (HIP), and Regional Bike Program and using the freed-up Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds to backfill the delayed STIP projects. MTC has identified approximately \$62 million in Second-Cycle TEA-21 Reauthorization funding that could be made available for backfilling these projects using the following categories:

- Safety Enhancements
- Air Quality
- Transit Rehabilitation
- TCRP Backfill (Reserve)

Key STIP projects have been identified within these categories and are being proposed for backfilling with regional STP/CMAQ funding. This would allow the projects to proceed earlier than otherwise possible given the limited TCRP and STIP funding in the couple years. The backfill would also free up capacity in the early years of the STIP, allowing other projects to be advanced into the earlier years of the STIP.

The proposed STIP Backfill projects are included in the release of the 2004 RTIP for public review and comment.

### **2004 RTIP Project List**

The projects for inclusion in the 2004 RTIP were submitted to MTC by the county Congestion Management Agencies (CMAs) consistent with the requirements outlined in MTC Resolution No. 3608. The agency responsible for seeing the project through to completion is identified for each proposed project. The project listing also indicates the 2004 RTIP funding amount, project phase, and the year in which each project phase is to receive funding.

Each county CMA, or countywide Transportation Planning agency is responsible for soliciting projects for its county share of the RTIP. The CMA notifies all eligible project sponsors of the process and deadlines for applying for RTIP funding, recognizing the expanded project eligibility allowed in the 2004 STIP Guidelines adopted by the CTC. Since the 2004 RTIP contains limited new programming, the majority of projects included in the 2004 RTIP are unallocated projects from the 2002 STIP.

The draft project list was revised based on comments received during the public review period, which ended April 6, 2004. The Commission adopted the 2004 RTIP on April 28, 2004.

### **Schedule for 2004 RTIP Adoption**

Key dates leading up to submittal of the RTIP and adoption of the 2004 STIP are as follow:

# **2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)**

## **INTRODUCTION**

**APRIL 28, 2004**

March 5, 2004	Draft 2004 RTIP released for public review and comment
March 24, 2004	MTC Public Hearing (Oakland)
April 6, 2004	Close of RTIP public review and comment period
April 28, 2004	MTC Commission adoption of the 2004 RTIP (Oakland)
May 12, 2004	CTC 2004 STIP Northern California hearing (Sacramento)
August 5, 2004	CTC adoption of 2004 STIP (Sacramento)